

MINUTES OF THE MEETING OF PENRYN TOWN COUNCIL'S PORT OF PENRYN WORKING PARTY HELD ON **WEDNESDAY 11 MAY 2016 AT 2.00PM IN THE COUNCIL CHAMBER, TOWN HALL, PENRYN**

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Present:

Councillors: J Langan (Vice Chairman) (in the Chair)  
Mrs G A Grant, M J Mullins, Mrs S Peters and M Snowdon

Others: Captain Andy Brigden (Maritime Manager), Kevin Bryant (Environment and Enterprise Manager) and Miss M Davey (Town Clerk)

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## 1. APOLOGIES

Apologies were received on behalf of Councillor E L Wilkes (ill).

## 2. DECLARATIONS OF INTEREST

There were no declarations of interest.

## 3. DISPENSATIONS

There were no requests for dispensations.

## 4. MINUTES

**RESOLVED** that the minutes of the meeting of the Port of Penryn Working Party held on 25 February 2016 be approved as a correct record.

*Proposed by Councillor Mrs G A Grant and seconded by Councillor M Snowdon*

## 5. HARBOURS STUDY UPDATE

Cornwall Council's Maritime Manager, Captain Andy Brigden, and Environment and Enterprise Manager, Kevin Bryant, attended the meeting to give an update on the Cornwall Harbours Study. A briefing note was circulated at the meeting. Councillors were advised that the Harbours Board had considered the review on several occasions at its formal meetings and through its Working Group. There was a clear direction from the Board to recognise the Department for Transport's 'best practice' approach and to adopt a hybrid 'trust/municipal' port management model recommended in the independent study, based around a new single Harbours Order.

The Working Party was advised that if there were a vision, it would be for the harbours to be collectively managed as a financially self-sustainable enterprise, maximising their community and economic potential. The Maritime Manager advised that a final report would be presented to the Council's Harbours Board on 14 June 2016 recommending that the above proposal be approved at full Council on 19 July 2016.

The Maritime Manager advised that there were some key modern provisions that were lacking in Penryn's current Harbours Order and the proposed new Order would address this by bringing the best provisions for modern harbour management from each individual Order into one for all Cornish harbours under Cornwall Council's control. In addition, there were a number of assets that were currently not defined within the existing Order and the new Order would seek to 'tie' them to the statutory service.

In response to concerns raised regarding the current reserves, the Environment and Enterprise Manager advised that discussions were still to be had as to whether current reserves would be included in a central pool of reserves, or if they would be protected for use in individual ports. In

response to a comment regarding a lack of investment in the port, the Maritime Manager referred to new pontoons at Exchequer Quay and Ponsharden.

Councillors were advised that the Harbours Board was made up of six Cornwall Councillors and six independent members selected for their knowledge and experience. The Maritime Manager advised that Cornwall Council was the only remaining local authority that ringfenced income from ports and harbours.

The Environment and Enterprise Manager advised that should the Town Council wish to consider devolution of the harbour from Cornwall Council, it should be aware that there were significant responsibilities and liabilities to take into account, and due diligence would have to be carried out. He added that several of the harbours that had previously been under the control of Town Councils had reverted back to Cornwall Council. He advised that devolution was one option and if the Town Council had strong views on that, it should make a representation to the Harbours Board, however, an alternative was to influence how the new governance model might work.

In response to a comment that the Town Council wished to see the income from the harbour spent in Penryn, the Maritime Manager advised that keeping all the ports together generated a saving in costs of 21% and that there was a collective benefit in having a large central reserve. He added that there may be a time when Penryn would directly benefit from a share of that pot should something occur requiring a large investment.

Councillors were advised that although Cornwall Council would be making a decision on the future management of the ports on 19 July, there was still some considerable time before the process of implementing a new Harbours Order would be complete, and the Harbours Revision Order would be subject to consultation.

There being no further relevant business, the meeting was declared closed at 3.10 p.m.